

FISHING NEWS

Official and Classified ADVERTISEMENTS

Continued from page 15



SITUATIONS VACANT

FISHERIES DEVELOPMENT OFFICER

The Welsh Fish Authority have a vacancy in their Industrial Development Unit as well as an additional officer to assist in the promotion of new or improved equipment and techniques and to carry out detailed research on all types of fishing vessel. It will also be concerned with the type of fishing vessel, in particular, investment in new fisheries, and may include participation in overseas foreign fishing vessels. About half of the officer's time may be spent.

This post would be particularly suitable for a young versatile and fully qualified fishing skipper or for someone with equivalent qualifications. All applicants must have had recent marine experience, at least two methods of fishing, and also be concerned with the type of fishing vessel. It will also be concerned with the type of fishing vessel, in particular, investment in new fisheries, and may include participation in overseas foreign fishing vessels. About half of the officer's time may be spent.

Salary in the range £3200 to £3240 per annum depending upon age and experience plus £1320 per annum "anti-inflation" supplement. Additional allowance is payable for each day at sea. Applications for available posts to Secretary, White Fish Authority, 10 Young Street, Edinburgh, EH2 4JG, to whom they should be returned before Monday, 8th August, 1976.

WFA WHITE FISH AUTHORITY**NORTH EASTERN SEA FISHERS COMMITTEE FISHERY OFFICER**

Applications are invited from persons not over 45 years of age for the appointment of Fishery Officer, to serve that part of the Committee's District extending from Hartlepool to Scarborough. Commencing salary will be within the range £2612 to £2822 per annum plus salary supplement of £312 per annum. Appointment is superannuable and motor car and subsistence allowances will be paid.

Further particulars and form of application obtainable from the undersigned, to whom applications are to be returned by the 26th July, 1976.

HAYDON W. GLEN
Clerk to the Committee
Kingston House South,
Bond Street,
KINGSTON UPON HULL.

'Sense in joint approach'**UNION PASSES FOR FISHING COMMITTEE****OBITUARY**

CHARLES Henry Piggott, a semi-retired office and administration worker with Grimsby trawler owners, H. L. Taylor Ltd., died after a short illness on July 1. He was 76.

Mr. Piggott spent nearly all his working life with Taylors and, over the years, held a variety of positions within the family company.

Although he came from fishing stock, it was the shore side of the industry which attracted him. He was equally at home in the blacksmith's shop or in an office — it was this adaptability which made him almost indispensable. Latterly, Mr. Piggott had assisted in the crewing office.

£200 fine
A SKIPPER was fined £200 after admitting a charge of trawling within the three-mile limit in Looe Kishorn on January 30. The case was heard at Dingwall Sheriff Court on Thursday last week. He is John Sinclair Summers of Mallaig, who was convicted of a similar offence in May 1976.

Osako's company record

THE 128ft. Grimsby middle water trawler *Osako* is seen (right) selling in with a new company grossing record for owners, H. L. Taylor Ltd., on Thursday last week. After a 15-day Faroe/Western trip *Osako* (skipper Peter Newby) landed a mixed catch of 1,240 kts to gross £21,826. This adds almost £1,500 to the firm's previous best set by *Yesso* at the end of last April. *Osako* has been a consistent money earner all year and she has high fish on a well supplied market.

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FISHING NEWS

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July 16, 1978

FISHING NEWS

COMMENT

IT IS DIFFICULT to envisage a major food producing industry having to spend hard-earned money on advertising its worth to the nation and its political rulers. Yet, this is what is happening this week in the fishing industry.

The expansive advertising campaign being mounted by sections of the fishing industry in the national press might be dismissed by some as a gimmick. But the point being made is an important one: ALL OUR VAST FISH RESOURCES ARE BEING HANDED OVER TO EUROPE ON A PLATE. Our generosity could only go one step further and that is by catching the fish for our Common Market partners.

Whether the campaign can achieve anything is doubtful. Already the Government has made up its mind on the sort of deal it hopes to get in revising the Common Fisheries Policy. And the targets set still fall a long way short of providing a secure future for fishing in this country.

Already there is a strong suspicion that the Government is using our fishing waters as bait for concessions in other areas of the EEC; this is why its demands on economic zones are so pathetically weak.

What the advertising campaign is really doing, is to compensate for the inadequacies of the Minister of Agriculture, Fisheries and Food. He is the man who should have been hammering the Government — and the Foreign Office in particular — about the importance of preserving a safe future for our fishermen. Instead, all Minister Peart seems content to do is to dispatch his faithful lap-dog, the Minister of State, on supposedly morale-boosting visits to the fishing ports. The trouble is, Mr. Bishop's performances are only slightly livelier than the dead fish on the market he spends so much time inspecting.

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LONDON EC4A 2JL
Telephone: 01-363 8961**Forbes 86-footer**

SEEN just before her launch is Sarepta, the latest boat from the J. and G. Forbes yard at Sandhaven. She is the command of Skipper John Nobla, who has had Caterpillar's big D39B diesel of 850 hp at 1,225 rpm fitted in the cruiser-sterned 86-footer. The unit drives through a variable pitch propeller. Sarepta, a seafar-trawler, has a number of interesting features, including an unusual power block assembly and twin echo sounder transducers for use when pair trawling. A picture of the boat's interior and more details will appear soon in *Fishing News*.

Pay offer rejected

A £6 PAY CLAIM for Hull, Grimsby and Fleetwood trawlers has been sent to the arbitration service by the Transport and General Workers' Union. Owners offered the men £2.50 a week, plus a half-day bonus to those spending 230 or more days at sea a year. The union has rejected the offer. Talks have been going on for some months.

QUICK ANSWER ON LIMITS NEEDED says Minister at Lowestoft

FISHERIES Minister of State, Edward Bishop, hopes the limits question 'will be clear by the end of the year.'

He said this during a two-day tour of the industry last week while at the Suffolk port of Lowestoft.

Expressing confidence in the future of the fishing industry, he said his visit to Lowestoft is one of a series combined with close consultations with the fishing industry.

His trip began with a tour of the Lowestoft fisheries laboratory, after which he moved on to the fish market and local processing plants, meeting workers and management representatives as he went.

"My general message is one of confidence," he said afterwards. "I am glad to see signs of confidence evident here with investment in new vessels."

Problems

"It reflects great credit on the local industry and all involved. Our job is to maintain this confidence until we can see more clearly where the industry is going."

On the question of problems facing the industry, he said: "We sometimes forget that these are not just British problems."



Fisheries Minister Edward Bishop (centre) with Aubrey Moore (left), president of Lowestoft FVOA and Mr. C. S. Bradley, local Docks Board manager.

Turning to the uncertainties caused by the Icelandic dispute, the Law of the Sea Conference and the question of limits and the Common Market fisheries policy, he said: "Britain had a major interest in fisheries and wants to ensure that it remained viable."

"Discussions about limits, access and special arrangements are related to what can be achieved to keep the industry viable," said Mr. Bishop.

The Government had not been idly standing by. There had been the temporary financial aid last year, the

herring factory.

With exceptionally good fleet was deflected to this era. By the time the Norwegians had worked their way round to the east coast, says Skipper Josie Simpson, the herring were back within 12 miles, out of their reach.

The big herring fishing in recent weeks has been hit by poor prices and it is felt in

many quarters that the Norwegians are also to blame for this because they saturated the markets in June.

With the Norwegians being side tracked, Skipper Simpson believes "this stroke of luck" will mean a good winter herring season. It also emphasises he says, the importance of a 60-mile limit around the United Kingdom.

On the question of an ex-

clusive limit for Shetland, Skipper Simpson is lukewarm. He believes this could result in the island being accused of greed. The 60-mile limit is needed for conservation for the whole of the UK fleet — I am somewhat concerned that this basic need and argument could be fragmented if further local claims are introduced.

"The government's present stance has not been announced officially, but if press reports showing only a partial 60-mile limit are true, then they do not appreciate the problems which we have been preaching to them these last years."

Skipper of the latest addition to Bridlington's fleet is Chris Pasbly (24), joint owner of the new coble *Betty A*.

The vessel was built by Scarborough Marine Engineers at a cost of £9,000. Skipper Pasbly has bought *Betty A* with his brother, Malcolm. Launched last week, she is just over 35ft. long, with 10.6ft. beam and a gross tonnage of 2.8. She is powered by an 80hp Ford Tansport engine.

The brothers, and crewmen John Boyd, are starting salmon fishing and pairing immediately. They will change to cod netting before the winter. Extra equipment and probably another crew member, will be needed for the cod fishing.

Salmon starter

July 23,

July 23, 1978

FISHING NEWS

EEC delay on limits extension

grant and loan scheme to vessels is continuing and considerable sums spent in the industry's back-up division.

He said he had been fortunate enough to meet a cross-section of the industry during his visit to Lowestoft and had noted their views on a number of problems "but local concern about grave dredging operations in the North Sea." He said he had gathered local views on fisheries limits.

"Although limits are important, what really matters is that the industry gets the kind of catch it needs to stay viable," he said. He had come to Lowestoft mainly to file.

Change

He said there is a need for "fairly quick" answer to some of the problems facing the industry and hoped the position over fishing limits would become clear by the end of the year.

"The industry is going through a period of change and uncertainty," he said. "The government has been pressing urgently for the questions to be resolved as quickly as possible. We are trying to ensure that the industry has a worthwhile role to play."

During his visit he held meetings with the Lowestoft Fishing Vessel Owners' Association and inshore and trade union interests. He watched the morning auction at Waveney dock and ended his tour with a visit to the nearby Birds Eye factory.

Discussions about limits, access and special arrangements are related to what can be achieved to keep the industry viable," said Mr. Bishop.

The Government had not been idly standing by. There had been the temporary financial aid last year, the

worry of Eastern European trawlers displaced elsewhere from moving into EEC waters, Britain is no further along the road to a revision of the Common Fisheries Policy. There were no more discussions this week on the changes which Britain is demanding.

However, when the announcement is made in October on fishing limits, Britain has insisted that the statement should bear a description of the policy as being currently adapted to the new circumstances.

Crew shuttle

RUSSIAN trawlers successful. Last year 28 crews of larger trawlers were replaced and this gave their vessel more time on the grounds because an extra 45 days' fishing.

Replacements crews are ferried out to the trawlers on the grounds by carrier ships, which bring back crews and their catches.

The scheme, started in 1974, has been highly

luck, she will fish very well. After nearly a month ashore waiting for her, I am naturally very keen to get back to sea while the fish are there."

Margaret is the latest of a series of vessels built at Marstal to the order of the Richardson company and designed by its marine superintendent, Don Pearce. They have proved highly successful at Grimsby.

She is equipped for anchor-seining, fly-shooting, trawling for white fish, or industrial fishing.

Margaret is powered by a Gardner SL.3B of 230 bhp at 1,150 rpm and, on the trip from Denmark, she made 8½ knots without any pressure. The main deck machinery is a Hydema pedestal net hauler stern, Rammne seine rope storage drums and a

Nordn anchor winch with n two-speed gearbox.

Other fittings include Decca 110 radar and Decca Mk. 3 transmitting magnetic compass with autopilot sensor.

More details and pictures of *Margaret* in *Fishing News* soon.

Skipper Jimmy Carson — happy to be in the wheelhouse of his new command.

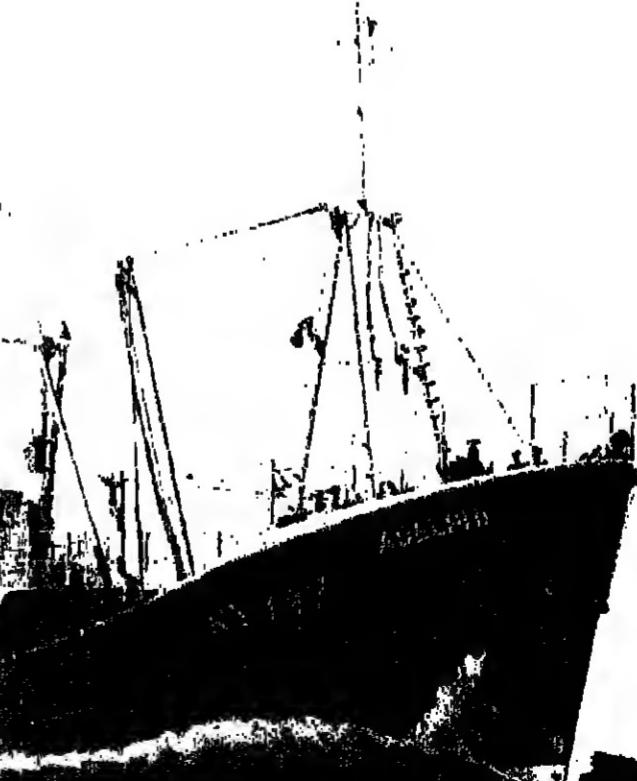
Gear offence fine

A RUSSIAN skipper was fined £200 and lost his gear after being spotted in British limits instead of 12 miles, and was escorted into North Shields by HMS *Kellington*.

The gear aboard *Arina* was not properly stowed and so the court claimed the vessel's catch which was worth £200.

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'Code stops divers taking shellfish...'

LETTERS

SIR. My attention was drawn to an article appearing in *Fishing News*, June 11, entitled "Stay away warning for skin divers".

As a so-called "skin diver", may I on behalf of other members of the sport take you to task on the article.

Whilst admitting that there are irresponsible members in all communities, it would be totally wrong for readers to assume "skin divers" spend their time collecting lobsters and crayfish.

The majority of divers in these islands of ours belong to the British Sub-Aqua Club, or to clubs affiliated to that body, and as such are subject to a code of conduct which explicitly lays down that the taking of crustaceans should be limited to their immediate needs only and, furthermore, that any catches made must with the legal requirements of the Fisheries Protection Act.

TORIES THE LIMIT

SIR. Your issue of July 9 headlines the news that "Tories mount fight on limits".

Where were these Tories when the Conservative government negotiated the Common Fisheries Policy, under which the EEC states could eventually fish up to our beaches and, indeed, there are on average 1,000 Northumbrian coast, for example, was cut down to a six-mile limit?

It is with the Conservatives that the blame for this situation lies. None of this, of course, whenever and wherever possible, and build up a good understanding for our mutual benefit. Personally, I have recovered pots and nets for pass on the present negotiations before they have even taken place.

If the situation were not as desperate one could excuse a good laugh over the novel idea of Leon Brittan, MP, that he should discuss with Whitby fisherman "what depth fished on Saturday.

Among those present were Mr. J. W. Howell, chief fisheries officer for the Sussex Sea Fisheries Committee; Skipper Ben Johnson and his son, Alan Aleyne, and others.

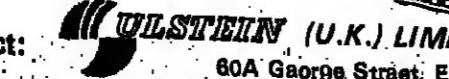
Skipper Johnson gave instances of protection vessels apparently ignoring Belgian vessels fishing in his vicinity and, therefore, catching the same sort of fish — plaice and sole.

Andrew Warren, MP for Hastings, was taken out on a protection vessel on July 13 to see the situation for himself.

The Belgian vessel Aurora

ULSTEIN "TRAWLER"

For further information contact:



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SAVE OUR SOLES

Plundering Belgians are way over quota say south coast fishermen

BELGIAN trawlers — long thought to have exhausted their sole and plaice quotas — are still hammering stocks in the eastern end of the English Channel claim angry south coast fishermen.

Not only are foreign beamers fishing over quota but, according to local reports, they are coming in side six-miles to do it.

Trammel nets are being ripped up by the plundering beamers and fishermen at Brighton and Newhaven are "disgusted" with the lack of protection along this stretch of coast.

According to the Ministry of Agriculture, Fisheries and Food, surveillance flights have been made over the area and vessels boarded. invariably, there is no infringement of regulations.

Although the Belgians were thought to have fished their 160-tonne quota of sole by April, it is understood that they still have some of their 15-tonne plaice quota to catch. The difficult question is: how do you catch plaice without taking sole?

Following the complaints that beamers were going through trammel nets, the Ministry has had charts drawn up showing where fixed gear is sited. These Decatotype charts have now been circulated to Holland, France and Belgium.

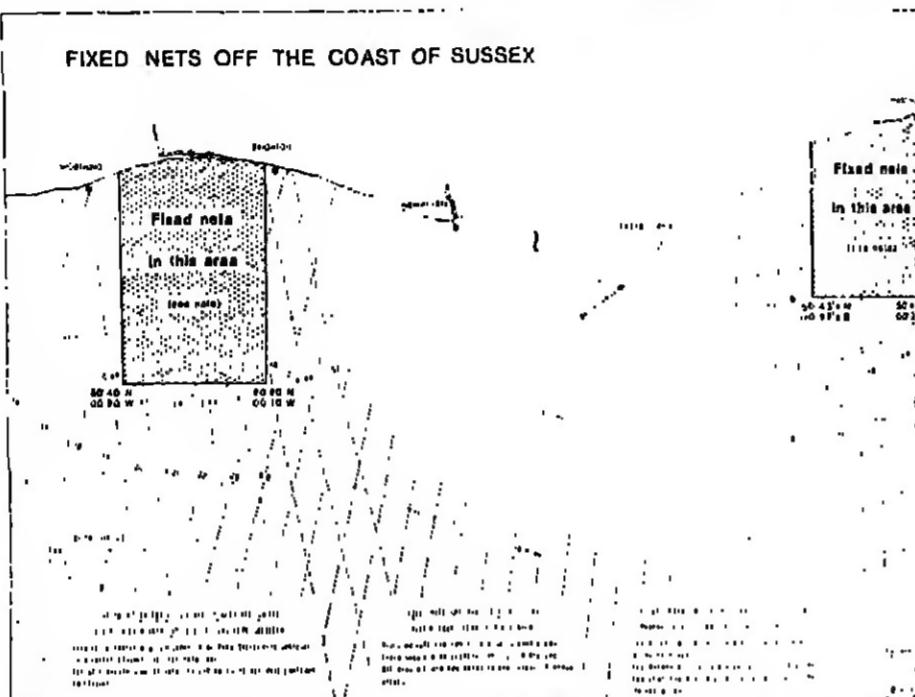
Relations with the Ministry seemed to be at a low ebb when *Fishing News* spoke to a group of south coast fishermen at Brighton on Saturday.

Among those present were Mr. J. W. Howell, chief fisheries officer for the Sussex Sea Fisheries Committee; Skipper Ben Johnson and his son, Alan Aleyne, and others.

Skipper Johnson gave instances of protection vessels apparently ignoring Belgian vessels fishing in his vicinity and, therefore, catching the same sort of fish — plaice and sole.

Andrew Warren, MP for Hastings, was taken out on a protection vessel on July 13 to see the situation for himself.

The Belgian vessel Aurora



The chart prepared by the Ministry to show foreign operators where fixed nets are set.

When Commander Moorey, District Inspector of Fisheries, was boarded seven miles south of Beachy Head, she was tackled about them. He is reported to have said that it was up to the Belgian Government to stop the boats fishing. He considered there was enough fish for everybody.

The local view is that, if there is enough fish for all, why is a quota necessary in the first place? It is emphasised that the quota system is unworkable with the present lukewarm attitude to enforcement when it comes to foreign boats. However, it is certain that, when the British quota is exhausted, fishermen will be expected to abide by it and stop fishing.

Skipper Johnson gave instances of protection vessels apparently ignoring Belgian vessels fishing in his vicinity and, therefore, catching the same sort of fish — plaice and sole.

Mr. J. W. Howell, chief fisheries officer for the Sussex Sea Fisheries Committee, is pressing the Government to ensure the interests of the British fishing industry are fully protected.

He has written to the Minister, drawing his attention to the evidence made available to him last week by fishermen in Sussex that Belgian trawlers have exceeded their quota and are continuing to fish the area.

A letter from Mr. Warren, shown to *Fishing News*, confirms that he boarded a Belgian trawler on July 13 and saw sole aboard, and that he is taking the matter up with the Foreign Office.

Boarded

Mr. Howell reports that, on June 9, the Sussex Sea Fisheries Committee patrol boat, with members of the committee on board, was on a fact-finding trip.

Angulus, *Valentino 2* and *Argo* were observed working fractionally outside the six-mile limit-line. They would be fishing legally if their quota was not already filled.

IMPORTS

From Page One

charged a mixed consignment of fish, including cod, haddock and plaice fillets and roes, as well as catering packs of Icelandic prawns.

None of the fish was packed in four x 14lb. cartons and had been pre-sold to local fish merchants and food processors. It was carted away from *Lagorjosa* by a procession of refrigerated lorries.

Many merchants, however, were not so completely convinced of the threat which this vessel and its subsequent Icelandic arriving at Grimsby would pose to the local industry.

A spokesman for one firm of merchants said he felt the whole matter had been grossly exaggerated. "In the past we have always handled a great deal of Icelandic fish at Grimsby, both wet and frozen, even when we had a large fleet of trawlers working the distant water grounds and, especially towards the end of the year, when fish becomes scarce."

"It is not unusual what might have been as we are bound by a signed and sealed agreement. The Icelanders are perfectly within their rights to bring fish here."

"As merchants we must look to whether supplies are available and if, there is a shortage of locally caught fish this winter, it may be Icelandic const catch of 1,400 kts and the *Acine Jon Kidholm*, grossing £6,285 for 289 kts."

The 190 ft. *Westella* was built at Beverley in 1960.

They found Kelvin met these requirements perfectly, and a 320 shp T series 8 cylinder Kelvin diesel, driving a Slack and

When you're engaged in fishery research, the last thing you want to worry about are your diesels. Aware of this, G. L. Watson, designers of MFV 'Squilla', were very concerned over

the choice of power for propulsion. They wanted a diesel with low-revving and long-life characteristics, compact dimensions, low specific fuel consumption, and — of prime importance — extreme reliability.

Other vessels landing for Hull's Monday market were the BUT's *Kingston Pier* (Skipper D. Woodbridge), which made £30,475 for an Icelandic const catch of 1,400 kts and the *Acine Jon Kidholm*, grossing £6,285 for 289 kts.

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QUOTA RULES ARE 'IGNORED'

EUROPEAN fishermen have been accused by a director of the Scottish Fishermen's Federation of abusing restrictions designed to conserve herring stocks.

William Milne alleged line midway between Cape Wrath and the Butt of Lewis."

Foreign fishermen are scooping up herring denied to our own herring men, but Scottish fishermen are becoming increasingly militant about the situation.

Mr. Milne, who is mate on a Moray Firth boat, said: "This week I saw at least 18 streamlined European vessels, either French or German, fishing 20 miles out on a

HURT TUNA MAN'S BIG PAY-OUT

A SAN DIEGO, California, tuna fisherman has been awarded \$500,000 (£277,000) after losing a leg aboard ship.

The 53-year-old fisherman was given the cash by the vessel's owners and the manufacturers of the gear involved in the accident. His leg was caught in a cable and torn away.

The man had claimed \$1m. (£555,000) but settled out of court.

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REFIT TRIP BOAT LOST

THE 42ft. German vessel *E King* sank within ten minutes of hitting a reef on the south-east coast of Alderney last week.

The three people on board, the skipper and his two children, rowed ashore before the fishing vessel sank.

The boat, built soon after the last war, was sailing from Holland for a complete refit. She had called in at London en route and was then on passage from Charleroy to Jersey when she hit the Brinchteze Ledge. She drifted on to La Bouteille reef.

Kurt Freh, the skipper, put his children — Guido (13) and Ulrich (9) — into the boat's dinghy and rowed them to safety.

In the motor fishing vessel *Cerealia*, John Allen of Alderney salvaged floating debris and more flotsam was brought ashore by Mr. J. Winckworth, who saw the incident.

Alderney divers, Fred Shaw and Dave Kendall, later searched the area but found no trace of *E King*.

A GROUP of Canadians took action on Sunday when a Soviet ship tried to harpoon some whales in the Pacific. They sailed a boat between the whaler and the school.

35ft. x 10ft. 10in. x 3ft. 8in. All steel hull, deck & wheelhouse from £3,500. Or hull only available.

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MONTH-OLD 'STARINA' SAVED Three pursers step in as new trawler sinks

SHETLAND'S newest fishing boat, the 75ft *Starina*, was saved from sinking last week by the combined efforts of the three purse seiners *Antares*, *Wavecrest* and *Azaleo*.

Skipper David Anderson had tied up the previous night with a huge catch of sandeels onboard; she was to lie at Lerwick fish market with decks a wash waiting to lend the catch at the fish meal factory across the harbour.

Next morning the steel vessel, completed at the Humber yard of Richard Dunston only one month ago, was settling by the head.

Antares took her in tow with the intention of beaching her, but the tow line broke and *Starina* started to sink more rapidly.

Wavecrest went alongside her on other side and the two pursers held the sinking ship up with steel hawsers. Even so, they only just made it to the shallows at Hay's Dock, by which time most of *Starina*'s bows were under water. *Azaleo* went alongside to take a line from *Starina* to help hold her up.

Between the pursers, the fire brigade and pilot boats, *Starina* was eventually pulled out.

It appears the sinking was caused by water seeping from the deck, down the cable leads and into the anchor locker and net store forward.

The centre — a 4,000 sq. ft. modernised building — will carry over 5,000 individual spares. There are also facilities to draw on the spares stocks in London and Cologne — 14 hours away by daily ferry from Rotterdam.

Service engineers will also be based in Hull, operating on a 24-hour basis.

This is the first of a series of UK expansions. Other service and sales centres will open in provincial centres.



The 75ft long *Starina* on trials last month off the Humber.

Rockall haddock for Fleetwood — as Scots take day off

FLEETWOOD had two big catches from Rockall last week — an area which has not been worked by local vessels for some time.

First vessel in was the highly-consistent 109ft London Town (Skipper Jeck Kelly), which landed 573 kits of haddock, 10 of hake, 36 of cod, 30 of roker and 26 of squid — for a grossing of £8,978.

Skipper Kelly said after the voyage: "Rockall could be fished more often, especially if Fleetwood merchants could again build up a good trade for small haddock."

This comment was prompted by the fact that most of the vessel's haddock were in the small category. However, Skipper Kelly's landing had been planned to take place on the day when the biggest haddock port, Aberdeen, was closed for a holiday. The move paid dividends.

There was also success in the Rockall area for the side trawler Wyre Conqueror, commanded by Skipper Joe Newsham. This vessel made for the area end, after only eight days, was back in port with 563 kits, including 500 of haddock, to make £8,289 — a good total for a short trip.

With prices for cod averaging more than £20 a kit, this variety attracted more attention than hake which although slightly more abundant than previous weeks still averaged not more than £50 a kil.

Last trip for top steamer

BRITISH United Trawlers (Grimsby) Ltd. has sold its stern trawler *Coldstreamer* for scrap. The 180ft vessel made her last exit from Grimsby fish docks, which have been her home since 1956, on July 14 under tow. She is being broken up (below) by shipbreakers just outside one of the port's commercial docks. *Coldstreamer* was one of six Gamma-built steam trawlers which BUT managed to keep operational despite hefty heavy fuel oil bills. Then, a round of free-scramass finally put paid to them last spring. The 897-ton vessel was originally built for the old Standard Steam Fishing Co. Ltd., which later merged with Northern Trawlers Ltd. and finally BUT. Of her eight, *Coldstreamer* was one of the most successful trawlers working from Grimsby.

Application should be made to the Intervention Board for Agricultural Produce, Fountain House, 2 West Mall, Reedie, Berke, RG1 7QW.

On the sailing front *Charmer* (Skipper Otto Jansen), the top earning anchor seiner in 1975 and which fishes the North Sea during the summer, was a comfortable leader through the Richardson agency on 27,537.

W.

The Royal Naval frigate *Andromeda* which saw a considerable amount of action off Iceland during the Cod War paid a courtesy visit to Grimsby last week. The frigate completed several tours of duty during the dispute and she was certainly the centre of attraction on South Humberside when members of the public were invited on board.

At the weekend, local fishermen, Bord Islaigh Mhara, local representatives and Government officials met in Dingle, where it was decided to form a company embracing all interests, with an investment of £2,000 from each of the skippers in the port who would become involved.

This is being drawn up by Bord Islaigh Mhara and the Department for the development of Gaeltacht-speaking areas, which includes Dingle. There is some concern about this plan among small boatmen and about proposals for an ice plant which they claim would interfere with their berthing arrangements. They are being supported by the Government, which have an interest — will be made available to the company.

Our Irish correspondent says that this would fill the gap left following the closure of the co-op. The local freezing plant, Silver Seal, in which the Government have an interest — will be made available to the company.

After the meeting, former co-op manager, Kevin Flannery, said the meeting had been a success and everything now pointed to the

Herring export success

OVER 200 barrels of marinated herring have been exported to Norway this season in a new venture for the Shetland firm of L. Williamson (Shetland) Ltd.

The firm has expanded considerably over the last few years. Only twelve years ago it employed eight people in one factory in Scalloway. Today it employs over 200, with additional working units in Lerwick, Orkney and Bressay. One of the firm's main products is fish fingers, produced in Lerwick.

Commanded by Skippers Jons Bojen and John "Lemon" Richardson, the pair were at sea for a mere eleven days and their catches, almost entirely quality North Sea cod, hit just the right sort of market on July 15 to score so heavily through the John R. agency.

It was the fourth time this year that this record has fallen and in recapturing it from the Slight rivals, *Shawnee* and *Mohave*, they completed a hat-trick of fresh records since the pair came together last spring when the record (which had stood since 1973) was just £24,420.

Prosecuting, Mr. Donald Macmillan said Philip was stopped by a fishery protection cruiser 1.2 miles from shore.

An agent for accused said an accident to a crewman delayed the boat's departure. Because of over-fishing there is always a great rush to the fishing grounds, and accused thought he would take a chance when going through the Inner Sound.

Philip has since given up fishing and is skipper of a survey ship.

MACKEREL PAY-OUT

FIVE DISTANT water trawlers which landed at Grimsby last week all showed profits. And on slightly sharper market, BUT's *Ross Revenge* (Skipper Ray Pepper) would almost certainly have sat a new port grossing record in this section too (Fishing News June 18).

However, she eventually settled for £67,344 from 2,568 kits to head the distant water and in doing so overshadowed the best-ever grossing by the Boston Group's *Prince Philip* (Skipper Eddie Grant).

The 140ft. *Prince Philip* chalked up £41,841 from 1,894 kits, largely cod-tuna with a few cory and 1,087 kits.

On the sailing front *Charmer* (Skipper Otto Jansen), the top earning anchor seiner in 1975 and which fishes the North Sea during the summer, was a comfortable leader through the Richardson agency on 27,537.

Despite this better news from the distant water fleet, trawler owners continue to stress it will take many months of operations with this level of profitability to begin to wipe out the mountainous debts they accumulated during the Cod War.

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GRIMSBY PAIR TEAM SMASH PORT RECORD

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Illustrated is a Robertson type 3PNMG net drum with a 5-ton pull and capacity of 3 cubic metres. Special features include the diecast metal frame and heavy-duty brakets which give features used to all fishing techniques. This is only one of Robertson's net drum and trawl which range specifically prepared for all classes of trawlers.

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Re-wind lifeline needs practice

A LIFELINE, similar to the Bell lifeline, is being produced by a company in Nottingham.

It is similar in that it can be thrown by hand and that a floating orange carrier buoy is dropped near the man overboard with a line floating between him and the vessel.

Unclip

But one feature that the Bell line does not have is that it can be re-wound on its own clip buoy and used again.

The device is known as the

MAKING YOUR OWN HAULER

"I HAVE obtained quotations from most of the makers of hydraulic line haulers whose addresses you sent me.

"If they indicate anything, it is the fact that I just can't afford to buy a new hauler at present."

I am, therefore, thinking about making myself one and should be obliged if you will let me know where I can get the necessary hydraulic components."

A firm that may be able to supply your requirements is Wanco Ltd. which manufactures a range of hydraulic components at 28 Churchfield Road, Poole, Dorset.

Replacement

It makes check and diverter valves, flow regulators, single and double acting hydraulic cylinders among a number of other things.

It can offer suitably rated hydraulic pumps and motors, hydraulic transmission equipment and, incidentally, will make replacement parts for obsolescent engines.

So it is likely to be able to provide you with advice, as well as components, to enable you to carry out your project.

Laminated wood boats

SOME time ago you mentioned that fishing boats were going to be constructed in Norway of wood laminates.

You said that they might be less prone to rot than conventionally built boats as each laminate would be impregnated with a copper sulphite solution prior to incorporation in the hull.

Details

"On knowing if any such boats have been built in this way and, if so, where I can get details of them?"

At least two laminated wood fishing boats have been built by the method devised and patented by Klaus Aas. Each is about 65ft long with a moulded breadth of 16 ft. and

Kellybuoy and to use it you unclip one end of the line, which is threaded through a short length of clear PVC tube, and through the carrier to the man in distress.

In theory you can throw it 20 metres so that he can grab either the buoy or the line and be hauled alongside.

Some practice is needed to throw the buoy the full 20 metres. If you bowl it at an angle of much less than 90 degrees, the line tends to snarl round the buoy and fall short.

If you don't bowl it straight with sufficient force, the same thing happens. Less skill is needed to cast a Bell line to its full extent either by hand or flickstick.

Rewinding the line on a Kellybuoy presents no difficulties if all kinks in the line are removed before you start.

The device is known as the

It is difficult to get all of them out if you rewind direct from the deck, but easy if you tow the line astern for a couple of minutes or so.

Introduction of the Kellybuoy poses the question as to whether it is preferable to keep Bells or Kellybuoys handy.

Compromise

Perhaps the best answer to it is a compromise; to keep a Kellybuoy to throw to a man within easy reach and a Bell to throw to one over about 15 metres away.

Kellybuoys, and holsters to stow them in, are available from VCP Ltd., Private Road 1, Culwicks Estate, Nottingham.

Rewinding the line on a Kellybuoy presents no difficulties if all kinks in the line are removed before you start.

The Kellybuoy is a skilled hand to operate it correctly. In good conditions a line can be thrown up to 20 metres.

Survival suit

A NEW type of survival suit, introduced in the USA, has been tested by U.S. Naval and Coastguard Research Units, which say that it has a number of advantages over others of its kind.

It is known as the Imperial Survival Suit and is made of foam rubber. The material, no air, provides buoyancy and even if a suit is torn and filled with water, a survivor will not sink.

Its thermal qualities are said to keep you warm whether dry or wet. The standard suit has hood, boots and gloves attached so that once zipped in, only your face is exposed.

Tests carried out by a Navy Research Unit show that survival times of 13 hours and over in water temperatures around 35 deg. F can be expected when a suit is worn over normal clothing as opposed to 30 minutes without one.

BARBED RING NAILS

"OUR old hatch cover was washed overboard and I now have to make another.

"Do you think ringed nails would be any good for the job? If so, where I can get some?"

Barbed ring nails would be highly suitable and you can get them from Tower Manufacturing Ltd., Navigation Road, Diglis, Worcester.

These nails have much to commend them not only for specific jobs like making

hatch covers, but for general purpose use in fishing boats.

They are far quicker to use than brass screws and less likely to deteriorate in sea water or a salt atmosphere; less expensive than copper nails; and less prone to corrode than steel wire nails, whether galvanised or not.

Those made by Tower Manufacturing Glyned, Scrabs and Fastenings Ltd., — to give the company its full title — are made of 'Everdur' silicon bronze, a metal which is as strong as steel, but which

does not corrode in salt atmosphere.

They have parallel shanks with buttress rings and so remain firmly fixed even if subjected to vibration. And water cannot seep to their points.

I always use them when I want instant wind to wind permanently and it is not necessary to use bolts or screws.

They are known locally as Gribiplast nails — short title for Tower Gribiplast. Everdur silicon bronze barbed ring nails.

BOSTON TRISTRAR OPEN TO PUBLIC

HOLIDAYMAKERS on board Boston Tristar (left) are seen listening to an experienced fisherman, Lowett, fisherman, "Winkie" Jarvis, explaining trawling methods on Monday last week, when the vessel was opened to the public. Boston Tristar, which is berthed near the bridge in Lowestoft town centre, will be open Monday to Friday until the end of August. The display is organised by the owners, Boston Deep Sea Fisheries, and the Royal National Mission to Deep Sea Fishermen, which will utilise the proceeds.

For the British fishing industry, the question was whether Antarctic krill fishing could provide a profitable alternative use for vessels forced out of traditional distant water areas by quotas or by changes in limits.

To answer the question, more would have to be learnt about techniques of catching and handling krill on board, rates of catch and costs of catching and handling, and the prospects of producing a Western Europe at an economic price.

To determine catching

John Burgess' Log



SMALL BOAT SONAR

Barnstaple, Plymouth.

If you do so, it might be a good idea to ask for details of Weisshar's new AP 900 autopilot at the same time.

Also, does a hole have to be bored through the bottom of a boat for lowering and raising its transducer?

If one has to be bored, what size should it be?"

The makers say that fish can be detected at ranges of up to 1,000ft, with their SS80 Sonning Sonar. Presumably this is possible when conditions are ideal. Selectable ranges on the control console are 50, 100, 250 and 500 ft.

Although it is best to bore a hole through the hull to take the set's transducer assembly, it is not essential; it is possible to mount it on one side of the boat, even on the transom. If a hole is bored, it has to be about 3in. diameter.

"Could you tell me what size of engine I would need and where I can get information about mid-water trawling in a boat of this size?"

You could get precise instructions for installing the transducer assembly in the bottom of your boat or trawler, as how to mount it outside the hull from Seabourne Electronics Ltd., 27 Southside St., The

orange to help rescuers to see you.

Full details are available from the Imperial Manufacturing Co., P.O. Box 4119, Airport Industrial Park, Bremerton, Washington 98311, USA.

Mid-water trawling

"I AM thinking of buying a 15ft boat for bottom and mid-water trawling.

What would be the main possibilities, it would be shown that the main

possibilities, it would be necessary to organise exploratory voyages by British vessels. Some two months

journey time would be necessary to find the fishing areas and current fuel

costs would make such trips very expensive.

Because of the distance of the grounds and the shortness of the krill season (the pre-spawning and spawning period), any commercial industry would need to be based on hurtours in South Africa, or possibly South Africa, and this would limit its attractiveness to British fishermen.

While a number of countries have shown that the main

effort for blue whiting is

likely to be fish farms

processors and large-scale

enterprises, who need preferably

immobile blocks of skinless,

boneless fillets. But these

cannot be produced in quantity

economically from blue

whiting by any of the existing

processing machines; and it

is clear that the future large-

scale development of blue

whiting for human consump-

tion will be dependent on the

development of satisfactory

machinery".

Catch rate

On the basis of Soviet ex-

perience, the board finds it

likely that daily catch rates of

at least 50 tons would be

possible during the catching

season. This assumes the use

of existing methods of pelagic

fishing. Novel methods

employing combination of

artificial lights, electricity

and pumps might prove even

more effective.

Soviet scientists have

developed a technique for

producing a krill paste which

has a shrimp-like flavour and

this is on sale there. In

Japan, krill is mainly frozen

at sea and brought ashore for

sale without further processing.

None, however, is used as

a protein concentrate, as a

flavonoid, and is processed

as quickly as possible.

Looking at the costs of

fisheries R & D in the United

Kingdom, the board noted

that these increased by about

19 per cent in each of the two

years reviewed.

From £5,033,000 in

1972/73, total costs had risen

to £8,115,000 in 1973/74, and

£7,218,000 in 1974/75.

While a large part of the

higher costs resulted from

increases in staff salaries and in

ship running costs, there was

also some real increase in R &

D effort in certain fields.

During 1974/75, gear R &

D cost £518,000, and £438,000

of this was spent on the work

of the Marine Laboratory in

Aberdeen. Commenting on

the work said that the projects in

hand are meeting the needs of

the industry and of the

government departments

concerned.

Projects of highest priority

are the evaluation of new gear

to help the industry to take

floating piers at a Scottish

salmon farm. A new research

unit is needed to further R & D.

Marketing investigations

are also needed to improve

Missing out on EEC fish payments

SCOTTISH fishermen are losing compensation for withdrawn fish because they are not adhering to EEC regulations.

The need to label fish according to freshness is constantly being emphasized, says a statement by the Anglo-Scottish Fish Producers' Organisation Ltd., but is not being heard.

Large quantities of fish, particularly the soft smelt grade which do not travel well, have had to be withdrawn—the hot weather and seasonal fall in demand for fresh fish being the main cause.

There was a marked deterioration towards the end of June and early July. This has been particularly noticeable at Arbroath, Neyhaven and North Shields and, to a lesser extent, at Peterhead and Eyemouth.

It is hoped that there will be reduced landings as many fishermen take their annual holidays during July. But with increased pressure on North Sea stocks and the possibility of reduced quotas in the future, producer organisations, say the ASFO, should be considering some restrictions on landings anyway.

£1m. year

BURTONPORT fishermen sold more than £1m. worth of fish during 1975, the local co-op has been told at its annual general meeting by the chairman, Mr. P. J. Sweeney. Sales value was up 40 per cent on 1974.

Small island has big fish hopes

HAVE YOU got the feeling you want to get away from it all?

If you are prepared to live where there is an average of four gales a month, the temperature range is from 36 to 49°F and where 35 people together make a "large" settlement, you could have a

future fishing off the Falkland Islands.

This lonely British settlement of about 2,000 inhabitants on a group of islands in the south-west Atlantic has no fishing community and very little tradition of catching fish. But the resource off its shores could be enormous and

of considerable variety.

In a report released this week, an economic survey team (headed by Lord Shackleton and including former WFA technical director Gordon Eddie) suggests that exploitable resources could include species such as mullet, a rock cod, Falkland herring, hake and, possibly, as much blue whiting as are thought to be available off the west coast of the British Isles. Also within reach would be Antarctic krill.

Stamps inshore include an abundance of giant kelp, very large mussels, large clams, sea urchins, a large spider crab, estimated as a delicacy in Chile and Argentina, plus squid and octopus.

The report recommends an exploratory survey of these resources and the possibility of exploiting them. The WFA should be invited to do this using chartered commercial vessels—one large stern trawler and two smaller craft not more than 100 ft. long.

The skipper and crew faced a tough test on their trip from Stanley to Whitehaven as they had to ride out an 18-hour force seven gale in the Portland Flirth.

Osvald Risager is the newest trawler in the Risager fleet and joins the other half dozen belonging to the Danish family who settled in Cumbria during the war.

She was launched recently

No mackerel without 50 mile limit

DEMANDS for a 50 mile fishing limit off the Cornish coast have been made at the annual meeting of the Cornwall Sea Fisheries Committee.

Fears were expressed that unless this was done, the mackerel fishing industry in the county could be completely wiped out by 1978.

Mike Hosking, who fishes out of Porthleven in his boat *Dew Genn*, Ny, told members that steady Scottish fishermen were modifying their boats for Cornish fishing, and if they exploited the local fishing grounds next year as planned, catches could quickly be reduced to 50 per cent, with no fish at all by 1978.

Urging the committee to press for a 50 mile limit, Mr. Hosking said: "At least this would deter the Eastern European countries from fishing in our waters, and we can do something about the Scottish fishermen."

Mr. Hosking said that long line fishermen had to go way beyond the existing 12 mile limit because there were no suitable fish left for them

nearer shore. "If a limit of 50 miles was imposed, then fish would return for the long line fishermen and there would be no need for them to go outside the limits," he said.

Line fishermen had been forced to find alternative fishing grounds, said Mr. Hosking. "People must realise the devastating effect if we do not take preventive measures now," he added.

Among other measures put forward at the Sea Fisheries Committee meeting was the taking of under-sized fish.

It was agreed to ask the Ministry of Agriculture, Fisheries and Food to press for a 4 in. minimum landed, so that some control could be exercised, and visiting fishermen prevented from

taking under-sized fish.

The laboratory needs to have certain information about the lobster fishery and about the biology of the lobster itself.

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